# THE SHIPPING WORLD

## CHAUMONT'S COLLISION AT MANILA

The Naval ferry Genessee crashed its stern into the starboard side of the U.S. naval transport Chaumont, at Pier 1, at Manila recently. The Chaumont reportedly had a hole below the waterline and water entered the engine room as a result of the collision, the reports stated.

The Chaumont arrived from the United States and was tied up at Pier 1. The Genessee came from Cavite and was manœuvring to dock alongside the transport when her stern collided with the side of the transport, said the reports.

Customs inspectors on board the Chaumont were told by ship officers that the transport, sailing for China, would call at Olongapo to have the damaged hull repaired before proceeding on the trip to China. The damage was not considered serious enough to require cancellation or postponement of the scheduled departure of the transport.

## NORTH ATLANTIC AIR CHARTER

The first commercial air charter across the North Atlantic has been given to Olley Air Service Limited, of Croydon. This firm has been selected by Sir Hugo Cunliffe-Owen to provide the pilot and crew for the Clyde Clipper air liner, which is being built to Sir Hugo's order as Britain's entry in the New York-Paris International Air Race, which takes place next month.

Capt. G. P. Olley stated that the charter crew would consist of a commander, a second pilot and a wireless operator.

"Although this is the first commercial charter over the Atlantic, I have no doubt that in the next few years this will be quite as common as are the many special charter flights we now make to Europe and the East," he added.

The Clyde Clipper will be capable of a cruising speed for the race of 230 m.p.h., and it will have a range of 4,500 miles.

## GREAT POWER OF NAVY'S 14-IN. GUNS

Many readers have written to the "Daily Telegraph" expressing surprise and anxiety at the Admiralty's decision to arm the fine new 35,000-ton battleships of the King George V. class with 14in. guns. Their fears are based on Japan's refusal to accept this limit on calibre, and the consequent probability that the new United States and Japanese capital units will mount 16in. guns, states the journal's naval correspondent.

Why, it is asked, should the British ships be given an apparently inferior armament, in view of the proved supremacy of the heaviest gun in naval actions during the Great War?

In reply, it may be pointed out that the design of our new battleships was worked out in close collaboration with all the technical and executive heads of the Navy, including its foremost gunnery experts. The final design was unanimously approved as representing the most efficient battleship it was possible to construct within the Treaty limit of 35,000 tons displacement.

**Exceptionally Powerful**

Because the new ships are to mount 14in. instead of 16in. guns, it does not follow that their armament will be inferior to that of foreign vessels mounting heavier weapons.

The modern British 14in. gun is an exceptionally powerful model, surpassing in range and accuracy the 15in. gun now mounted in the majority of our capital ships.

Its shell of nearly 1,600lb. weight is only 400lb. to 500lb. lighter than the 16in. projectile. Not only can it pierce stout armour at battle ranges, but the explosive power of the new type 14in. shell ensures the maximum destructive effect from every hit.

Furthermore, the 14in. gun, complete with mounting, is so much lighter than the 16in. gun that by adopting the former calibre a saving of more than 60 per cent. may be effected in the total weight of the armament. This makes it possible to give infinitely better protection to a 35,000-ton vessel than would be feasible if she were armed with 16in. guns.

So great has been the increase in the power of projectiles, torpedoes, mines and aircraft bombs since the war that only those ships with exceptionally strong protection could hope to survive in a future naval campaign.

**Practically Unsinkable**

In our new ships the weight devoted to protection may approach one-third of the total displacement. Experts conversant with the secret designs declare that the King George V. and her sisters will be as nearly unsinkable as it is possible to make them.

Naval officers, as a whole, are satisfied that the Admiralty's policy of endowing the new ships with a hard-hitting battery of 14in. guns, immense defensive strength, and moderately high speed is thoroughly sound. They would oppose any suggestion of mounting 16in. guns so long as the displacement is restricted to 35,000 tons.

It is pointed out that any foreign ship of great speed which carries 16in. guns must needs be deficient in protection, especially against air attack, to resist which very thick, multiple armour decks are essential. These decks, however, are extremely heavy.

An important advantage of the 14in. gun is its greater rapidity of fire compared with larger calibres. Within a given period a 14in. gun ship could probably discharge a total weight of metal little, if at all, inferior to that from a 16in. gun vessel.

## Men-of-War in Port

| Name | Flag | Type | Berthed |
|---|---|---|---|
| Grimsby | Br. | Slp. | 17a/18 B. |
| Tern | Br. | Gbt. | Y.T.P.D.W. |
| Oahu | Am. | Gbt. | K.D.W. |
| Sacramento | Am. | Gbt. | U.S.N.B. |
| D. de Lagree | Fr. | Gbt. | K.D.W. |
| Lepanto | Itl. | Gbt. | 6/7 B. |
| Kataka | Jap. | Gbt. | Y.T.P.D.W. |
| Kuri | Jap. | Dest. | J.N.J. |
| Tsuga | Jap. | Dest. | 9/10 B. |

## 11,000-TON P. & O. STEAMER ORDERED FROM CLYDE

Messrs. Barclay, Curle and Co., Ltd., Clydeholm Shipyard, Whiteinch, have received an order from the P. and O. Steam Navigation Company for a passenger vessel of about 11,000 tons gross.

The new vessel will be designed for carrying troops as well as passengers, and in general she will be similar to the Dilwara built last year by Barclay, Curle and Co. for the British India Steam Navigation Company and the Dunera, launched last month by the same builders for the same owners.

This vessel, ordered by the P. and O., will be fitted with Doxford Diesel engines built at Barclay Curle's North British engine works, Whiteinch.

The specifications of this ship and the similar vessels (still to be ordered) have been worked out in recent months by the Sea Transport Department of the Board of Trade in co-operation with the owners.

The vessel will be designed to carry about 100 first-class and 100 second-class passengers in addition to 1,150 troops and 150 troops' families. She is expected to be ready for service in the autumn of next year.

It is understood that the other troop-carrier still to be ordered will be built to the Bibby Line, and it is possible also that this order will come to a Clyde yard.

**Este Due To-day**

This morning, the ss. Este, cargo vessel of Norddeutscher Lloyd, is expected to arrive in Shanghai from Germany via Suez, Singapore and Hongkong with much cargo for local discharge.

* * *

**Carthage Due To-morrow**

From Kobe, the ss. Carthage, of the Peninsular and Oriental S. N. Company, is expected to arrive in Shanghai at about noon to-morrow and to moor at the lower buoys 11 and 12. She left Kobe at 9 a.m. yesterday.

* * *

**Min Due To-day**

The ss. Min, cargo vessel of Messageries Maritimes, is due to arrive in Shanghai this morning from Dunkirk via Antwerp, Rotterdam, the Suez Canal and Hongkong. She will be berthed alongside the China Merchants' Lower Wharf.

* * *

**President Doumer**

The big white passenger liner mv. President Doumer removed herself from the waterfront landscape yesterday when she sailed from the China Merchants' Central Wharf bound for Marseilles via Hongkong and the Suez Canal.

* * *

**Italian Ships**

Word was received by the local office of Lloyd Triestino yesterday to the effect that the mv. Himalaya sailed from Singapore on July 1 and is due at Shanghai on or about July 12 and that the mv. Sumatra sailed from Colombo on July 1 and is due at Shanghai on or about July 19.

* * *

**Taikoo Affairs**

The only ship of the line due today is the ss. Shasi from river ports. To-morrow, the ss. Soochow will arrive from Hongkong, the ss. Wulin will arrive from river ports, the ss. Shengking will arrive from Tientsin, and the ss. Tsinan will arrive from Hongkong via Amoy.

* * *

**Jardine Ships**

The next arrival of the line in Shanghai will be the ss. Leesang to-morrow from Weihaiwei, Chefoo and Tientsin. The vessel will be docked alongside the Old Ningpo Wharf from which she will sail on Tuesday on her return trip. The ss. Suiwo will arrive on Monday from Hankow via river ports and will be berthed alongside Hunt's Wharf.

* * *

**President Cleveland**

At 8.15 p.m. to-day, the ss. President Cleveland, trans-Pacific steamer of the Dollar Steamship Lines will sail from the Dollar wharf bound for Hongkong and Manila, the last boarding tender leaving the Customs Jetty at 7 p.m. The vessel arrived in Shanghai yesterday from New York via Havana, Cristobal, Balboa, Los Angeles, San Francisco, Honolulu, Yokohama and Kobe, bringing many passengers, mail, and a good cargo to this port.

## PASSENGERS DEPARTING

**C. N. Siangtan**

**For Kiukiang.**—July 1.—Mr. and Mrs. Remedios, Miss Oliviera, Miss Remedios, Mr. T. Smith, Mr. V. Oliviera, Miss Betines.

**C. N. Hsin Peking**

**For Ningpo.**—July 2.—Mr. Smith, Capt. and Mrs. Damsgaard, Miss D. V. Coombs, Miss K. N. Coombs, Mstrs. Damsgaard, Mstr. Trenor-Smith.

**C. N. Wuhu**

**For Chungking and Ports.**—July 2.—Mr. and Mrs. G. V. Fuller, Mstr. Fuller, Mr. Carter, Mrs. Crawley, Miss K. B. Evans, Miss G. Fredericks, Miss J. Harris, Miss Alliston, Miss G. W. Meech, Lt. C. Grazier, Mrs. King, Mr. and Mrs. G. M. Lowe, Mr. L. Stockmann.

**C. N. Suiyang**

**For Hongkong.**—July 3.—Mr. C. R. Greenburg, Mr. M. Marvil, Mr. Hugo Mameli, Mrs. S. Malcolm, Mrs. C. Malcolm.

**I. C. Fausang**

**For Weihaiwei** July 3.—Mrs. Spence, Mrs. R. Gwyn, Miss and Mstr. Gwyn, Mrs. Skyrme, Mrs. and Miss Taylor, Mstr. Hichson.

**For Chefoo.**—Miss B. Smith, Miss Gunton, Mr. E. Polverino, Miss Fouletier, Mr. Cohn.

**For Tientsin.**—Mrs. and Miss Lister, Mr. Coster.

## NOTICE

### Unclaimed Cargo

The following unclaimed cargo is on storage at The Pai Lien Chien Wharf. If not claimed by July 15 it will be disposed of for accounts concerned:

S/S PRES. ADAMS, VOYAGE 36
DECEMBER 17, 1934.

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SL 20 CASES PRESERVED MEATS

THE ROBERT DOLLAR CO.

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## FOUR MEN SAVED BY DANISH SHIP

### Found Clinging to Capsized Junk Near Woosung

Clinging desperately to their overturned junk, four Chinese boatmen were saved yesterday afternoon at 2 o'clock after drifting for hours in the region of Knoll buoys No. 3 and 4 by the South Channel of the Yangtsze River. Their saviours were the crew of the Danish cargo vessel Grete Maersk which happened to be sailing out from Shanghai on her way to the east coast of the United States via Japan ports, Los Angeles, and the Panama Canal. The ship steamed into sight when she was most needed, for the boatmen, whose old junk had capsized a long time before in the face of difficult weather conditions, were almost drowned in the choppy river.

Hauled on board the Danish ship, handled locally by Melchers & Co., the four men were given some food and drink while a message was sent to Shanghai. As soon as the message was received here at 2 p.m. yesterday, a Customs cruiser was sent to the scene and the boatmen were transferred from the Grete Maersk and brought to Shanghai.

The Grete Maersk left Shanghai at 11.15 p.m. yesterday, and now, with her good deed well done, she is on her way to Japan ports. The survivors here are recuperating from their unhappy adventure and worrying chiefly about their material losses. There were no fatalities.

## NEW BRITISH LINERS FOR PACIFIC

Immediate and decisive action, I learn, is now likely to be taken to safeguard the British "all-red" shipping routes in the Pacific, endangered by foreign subsidised competition, says the correspondent of the "Daily Telegraph."

Subject to the necessary Parliamentary approval, two large, high-speed liners will be built for the Canadian-Australian service.

They will be equal, if not superior, in every way to the crack vessels of the American Matson line, which, for some time past, have been skimming the cream of this purely British trade.

Difficulties on the British shipping routes in the Pacific have been the subject of exchanges between the Imperial and Dominion Governments for at least three years. It has remained for the Imperial Conference to reach a provisional decision on ways and means.

If the Parliaments concerned—British, Canadian, Australian, and New Zealand—endorse the proposals of their representatives at the Conference, the foreign challenge will at last be met.

I understand that the contract for one of the projected liners may go to the Fairfield Shipbuilding Co., of Govan.

The new ships will replace the 13,415-ton, 17-knot Niagara, now in her 23rd year, and the 17,491-ton, 18-knot motorship Aorangi, built in 1924. Both these ships are outclassed by the large, fast and up-to-date Matson liners, Mariposa and Monterey, which are subsidised by the United States Government to the extent of £250,000 a year.

**Canadian Chief's Arrival**

Sir Edward Beatty, president and chairman of the Canadian Pacific Railway Co.—of which the Canadian-Australasian Line is a subsidiary—arrived in England yesterday. So great was his hurry to consult the Imperial Conference delegates that on disembarking from his liner at Ryde he entered a speedboat and hastened up Southampton Water.

He stated that his visit concerned the future of the Canadian-Australasian Line.

"If the necessary financial guarantees are forthcoming from the Dominions and Imperial authorities," he said, "I shall place an order for two new ships for that service. They will be approximately 22,000 tons each, and have a speed of about 22 knots.

"We want the ships to be in service by the winter of 1939-1940. We have either to build new tonnage or lose an essential and vital link in Empire trade."

It is understood that the Imperial Conference has also had under review the question of Japanese competition, which has become extremely severe in the Indian and Australian trades.


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3 round trips weekly, 'Chengtu Express' (Douglas)
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CHUNGKING-CHENGTU LINE
Daily Service
3 round trips weekly. 'Chengtu Express' (Douglas)
4 round trips weekly. (Stinson)
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BOOKING OFFICE:
57 Nanking Road Telephone 12955


## Weather, Time and Tide

| Saturday, July 3, 1937 (25th day of 5th moon) | SICCAWEI July 1 16.00 | July 1 21.00 | July 2 4.00 | July 2 9.00 | GUTZLAFF July 2 9.00 | July 2 14.00 |
|---|---|---|---|---|---|---|
| Barometer inches | 29.69 | 29.71 | 29.66 | 29.68 | 29.75 | 29.71 |
| at 32 F. (variation for 24 hrs.) | —0.09 | —0.10 | —0.12 | —0.11 | —0.09 | —0.07 |
| at 32 F. ( " " 12 hrs.) | —0.09 | —0.08 | —0.03 | —0.03 | — | — |
| Wind (direction) | ESE | ESE | ESE | SE | SSE | SE |
| " (miles per hour) | 13.7 | 16.2 | 14.9 | 16.8 | 5 force | 5 force |
| Temperature (Fahr.) | 83.°8 | 73.°2 | 73.°9 | 78.°1 | 73.°4 | 77.°0 |
| Humidity | 66 | 93 | 95 | 85 | — | — |
| Nebulosity (0 to 10) | 5 | 2 | 10 | 9 | 10 | 10 |
| Rainfall inches | — | — | — | — | — | — |

| Siccawei Abridged Report July 1 | Mean 1937 | 24 hours variation | Previous average same period (64 years) |
|---|---|---|---|
| Barometer (mean 4 obs.) | 29.74 | —0.07 | 29.72 |
| Temp. Min. 67.°5 Max. 87.°8 | 77.°6 | +0.°8 | 77.°2 |
| Total rainfall January 1 to midnight before last (inches) | 20.97 | — | 22.45 |

| Date | 3/7 | 4/7 | 5/7 | 6/7 | 7/7 | 8/7 | 9/7 | 10/7 | 11/7 |
|---|---|---|---|---|---|---|---|---|---|
| Sun rises at Shanghai | 4.53 | 4.54 | 4.54 | 4.54 | 4.55 | 4.55 | 4.57 | 4.57 | 4.57 |
| Sun sets at Shanghai | 19.03 | 19.03 | 19.03 | 19.02 | 19.02 | 19.02 | 19.02 | 19.01 | 19.01 |
| Moon rises at Shanghai | 0.21 | 1.06 | 1.58 | 2.57 | 4.02 | 5.10 | 6.18 | 7.24 | 8.27 |
| Moon sets at Shanghai | 14.11 | 15.19 | 16.26 | 17.30 | 18.27 | 19.18 | 20.02 | 20.40 | 21.16 |
| Flood makes Shanghai | 17.40 | 6.20 | 7.42 | 8.54 | 9.56 | 10.40 | 11.14 | 11.40 | 12.21 |
| Ebb makes Shanghai | 9.50 | 10.58 | 12.32 | 13.23 | 14.16 | 15.05 | 15.47 | 16.28 | 17.05 |
| H.W. at Woosung Bar | 6.31 | 7.53 | 9.18 | 10.31 | 11.25 | 12.16 | 13.01 | 13.41 | 14.29 |


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# Vessels Arriving

## Due To-day from

**Hamburg.**—ss. Este, ss. Euryades
**Marseilles**—ss. Min
**Kobe.**—ss. Shanghai Maru
**Laoyao.**—ss. Yu Shun
**Changsha.**—ss. Tatung
**River Ports.**—ss. Shasi, ss. Kiang An
**Ningpo.**—ss. Hsin Kiangteen, ss. Ningshin

## Due at Future Dates

*The first date after the ship's name is the date on which she left the port under which she is listed. The last date, that on which she is due in Shanghai.*

### EUROPE AND STRAITS

**From LONDON**

| | | |
|---|---|---|
| Soudan | 29/5 | 11/7 |
| Ksr-I-Hind | 4/6 | 11/7 |
| Rajputana | 18/6 | 25/7 |
| Ranpura | 2/7 | 30/7 |
| Burdwan | 26/6 | 9/8 |

**From LIVERPOOL**

| | | |
|---|---|---|
| Deucalion | 29/5 | 9/7 |
| Theseus | 5/6 | 18/7 |
| Patroclus | 5/6 | 20/7 |
| Achilles | 19/6 | 30/7 |
| Memnon | 26/6 | 5/8 |
| Stentor | 3/7 | 14/8 |

**From GLASGOW**

| | | |
|---|---|---|
| Deucalion | 22/5 | 8/7 |
| Memnon | 19/6 | 5/8 |
| Stentor | 3/7 | 14/8 |

**From COPENHAGEN**

| | | |
|---|---|---|
| Panama | 28/4 | 8/7 |
| Africa | 26/5 | 23/7 |
| Tongking | 27/5 | 8/8 |

**From GOTHENBURG**

| | | |
|---|---|---|
| Nagara | — | 20/7 |
| Agra | 29/5 | 23/7 |
| Triton | 19/6 | 7/8 |
| Delhi | — | 17/8 |

**From OSLO**

| | | |
|---|---|---|
| Taronga | 18/5 | 7/7 |
| Trianon | 3/6 | 23/7 |
| Nagara | 4/6 | 26/7 |
| Triton | — | 8/8 |

**From GDYNIA**

| | | |
|---|---|---|
| Eurypylus | 29/5 | 19/7 |
| Teucer | 26/6 | 16/8 |

**From ANTWERP**

| | | |
|---|---|---|
| Glenogle | — | 9/7 |
| Potsdam | 11/6 | 10/7 |
| Kulmerland | 9/6 | 16/7 |
| Sin'ton Crt. | 3/6 | 22/7 |
| Duisburg | 18/6 | 3/8 |

**From ROTTERDAM**

| | | |
|---|---|---|
| Este | 30/5 | 3/7 |
| Nordmark | 23/5 | 10/7 |
| Gaasterkerk | 27/5 | 10/7 |
| Ermland | 4/6 | 20/7 |
| N. de Larrinaga | 1/6 | 25/7 |
| Trave | 25/6 | 5/8 |
| Meerkerk | 1/7 | 14/8 |

**From HAMBURG**

| | | |
|---|---|---|
| Euryades | 5/5 | 3/7 |
| Este | 22/5 | 3/7 |
| Potsdam | 5/6 | 10/7 |
| Eurypylus | 2/6 | 19/7 |

**From HAMBURG**

| | | |
|---|---|---|
| Trave | 19/6 | 5/8 |

**From MARSEILLES**

| | | |
|---|---|---|
| Min | — | 3/7 |
| Andre Lebon | 11/6 | 13/7 |
| L.S.L. Bie | — | 19/7 |
| Jean Laborde | 25/6 | 26/7 |
| Sikiang | — | 12/8 |

**From TRIESTE**

| | | |
|---|---|---|
| Himalaya | 31/5 | 9/7 |
| Sumatra | 20/5 | 20/7 |
| Cortellazzo | 29/6 | 14/8 |

**From PORT SAID**

| | | |
|---|---|---|
| Este | 9/6 | 3/7 |
| Potsdam | 20/6 | 10/7 |
| Nordmark | 7/6 | 10/7 |
| Kulmerland | 22/6 | 17/7 |
| Ermland | 17/6 | 20/7 |
| Sin'ton Crt. | 17/6 | 22/7 |
| N de Larrinaga | 16/6 | 25/7 |
| Rajputana | 30/6 | 25/7 |

**From MASSOWAH**

| | | |
|---|---|---|
| Himalaya | 14/6 | 9/7 |
| Sumatra | 10/6 | 20/7 |

**From COLOMBO**

| | | |
|---|---|---|
| Este | 20/6 | 3/7 |
| Himalaya | 24/6 | 9/7 |
| Nordmark | 18/6 | 10/7 |
| Potsdam | 28/6 | 10/7 |
| Soudan | 25/6 | 11/7 |
| Ksr.-I-Hind | 27/6 | 11/7 |
| N. de Larrinaga | 30/6 | 25/7 |

**From SOUTH AFRICA**

| | | |
|---|---|---|
| Houtman | — | 11/7 |

**From BELEWAN**

| | | |
|---|---|---|
| Este | 24/6 | 3/7 |

**From BATAVIA**

| | | |
|---|---|---|
| Tjisadane | 30/6 | 10/7 |

**From KARACHI**

| | | |
|---|---|---|
| Sumatra | 24/6 | 20/7 |

**From CALCUTTA**

| | | |
|---|---|---|
| Santhia | 18/6 | 12/7 |
| Talma | 2/7 | 26/7 |

**From MELBOURNE**

| | | |
|---|---|---|
| Nellore | 2/6 | 8/7 |

**From SINGAPORE**

| | | |
|---|---|---|
| Este | 26/6 | 3/7 |
| Nordmark | 28/6 | 10/7 |
| Santhia | 1/7 | 12/7 |

**From MANILA**

| | | |
|---|---|---|
| Nellore | 30/6 | 8/7 |

### AMERICA AND JAPAN

**From NEW YORK**

| | | |
|---|---|---|
| Silver Walnut | — | 7/7 |
| Pyrrhus | 19/5 | 11/7 |
| S. Mariner | — | 11/7 |
| P. Adams | 27/5 | 13/7 |
| Ward | — | 25/7 |
| Steel Navig. | 5/6 | 27/7 |
| P. Harrison | 10/6 | 27/7 |
| P. Taft | 17/6 | 30/7 |
| Malayan Prince | — | 31/7 |
| C. Evansville | 14/6 | 12/8 |
| Maron | 27/6 | 17/8 |
| Potter | — | 24/8 |

**From VANCOUVER**

| | | |
|---|---|---|
| Talthybius | 6/6 | 4/7 |
| E. Russia | 26/6 | 12/7 |

**From SEATTLE**

| | | |
|---|---|---|
| Talthybius | 21/5 | 4/7 |
| P. Grant | 19/6 | 6/7 |
| Tyndareus | 30/6 | 1/8 |

**From PORTLAND**

| | | |
|---|---|---|
| Michigan | — | 13/7 |
| G. Pershing | — | 19/7 |
| G. Lee | — | 28/8 |

**From SAN FRANCISCO**

| | | |
|---|---|---|
| Lossiebank | 23/6 | 3/8 |

**From LOS ANGELES**

| | | |
|---|---|---|
| P. Coolidge | 22/6 | 13/7 |

**From YOKOHAMA**

| | | |
|---|---|---|
| Talthybius | — | 4/7 |
| Fusijama | 28/6 | 6/7 |

**From KOBE**

| | | |
|---|---|---|
| Shanghai M. | — | 3/7 |
| Nagasaki M. | — | 5/7 |

**From OSAKA**

| | | |
|---|---|---|
| Ikoma M. | — | 4/7 |

### CHINA PORTS

**From VLADIVOSTOK**

| | | |
|---|---|---|
| Sever | — | 6/7 |

**From FUSAN**

| | | |
|---|---|---|
| Fusan M. | — | 4/7 |
| Heian M. | — | 4/7 |

**From TIENTSIN**

| | | |
|---|---|---|
| H. Fung | — | 4/7 |
| Shengking | — | 4/7 |
| Leesang | — | 4/7 |
| Tingsang | — | 7/7 |
| Hunan | — | 7/7 |
| Yunnan | — | 8/7 |

**From TSINGTAO**

| | | |
|---|---|---|
| Daviken | — | 6/7 |
| Norviken | — | 9/7 |

**From HONGKONG**

| | | |
|---|---|---|
| Soochow | — | 4/7 |
| Tsinan | — | 4/7 |
| Yochow | — | 6/7 |
| Kaying | — | 8/7 |

**From CANTON**

| | | |
|---|---|---|
| Prosper | — | 3/7 |
| Chaksang | — | 6/7 |
| Taksang | — | 7/7 |

**From LAOYAO**

| | | |
|---|---|---|
| Yu Shun | — | 3/7 |

**From CHANGSHA**

| | | |
|---|---|---|
| Tatung | — | 3/7 |

**From YANGTZE PORTS**

| | | |
|---|---|---|
| Shasi | — | 3/7 |
| Kiang An | — | 3/7 |
| Wulin | — | 4/7 |
| Whangpu | — | 5/7 |
| Suiwo | — | 5/7 |
| Wenchow | — | 7/7 |
| Kungwo | — | 8/7 |
| Wusueh | — | 8/7 |

**From NINGPO**

| | | |
|---|---|---|
| H. Kiangteen | 2/7 | 3/7 |
| Ningshin | 2/7 | 3/7 |
| H. Peking | 3/7 | 4/7 |
| H. Ningshao | 3/7 | 4/7 |

## Yesterday's Arrivals

| Name | From | Berthed | Consigness |
|---|---|---|---|
| Hsin Ningshao | Ningpo | | Ningpo S S |
| Hsin Peking | Ningpo | | B & S |
| Kwaisang | Tsingtao | HW | Jardine |
| Ingeren | Chinwangtao | KMAW | K M A |
| Br Gbt. Bittern | Cruise | | |
| Wales M. | Japan | LS | Showa S S |
| Loongwo | River Ports | HW | Jardine |
| Wuchang | River Ports | CNWP | B & S |
| Hsin Hai Men | Wenchow | TTCW | S H M |
| Changon | River Ports | HSWP | San Peh |
| Tsingtao M. | Dairen | WW | D K K |

## Yesterday's Departures

| Name | Flag | Destination | Despatcher |
|---|---|---|---|
| San Peh | Chi | Ichang Ports | San Peh |
| Ming Lien | Chi | River Ports | M S Ind. |
| Siangtan | Br | River Ports | B & S |
| Tonjer | Nor | Chinwangtao | K M A |
| Kiangshun | Chi | River Ports | C M S N |
| Chunlee | Chi | Antung, Chefoo | Ching Kee |
| Yohyang M. | Jap | River Ports | N K K |
| Siangwo | Br | River Ports | Jardine |
| Hsin Peking | Br | Ningpo | B & S |
| Hsin Ningshao | Chi | Ningpo | Ningpo S S |

## Vessels in Harbour

| Arrived | Name | Tons | Flag | Berthed |
|---|---|---|---|---|
| May 12 | Siushan | 165 | Br | US |
| May 16 | Suiting | 165 | Br | US |
| June 4 | Chialing M. | 198 | Jap | JNB |
| June 14 | Tuckwo | 2355 | Br | BJ |
| June 14 | Bontekoe | 2815 | Net | YTPD |
| June 17 | Hai Li | 2118 | Chi | TKDD |
| June 18 | Kutwo | 1924 | Br | BJ |
| June 21 | Nevastroy | 3622 | Rus | Int. D |
| June 22 | Kiangyu | 1494 | Chi | PP |
| June 23 | Maur | 660 | Chi | TTCW |
| June 23 | Store Nordiske | 667 | Dan | YTPDW |
| June 24 | Wanhsiang | 1162 | Chi | SPCD |
| June 25 | Fulung | 1172 | Chi | HSWP |
| June 25 | Nordfarer | 2355 | Dan | 11-12 BUS |
| June 26 | Tjisaroea | 3494 | Net | KMAW |
| June 28 | Hsin Pingan | 916 | Chi | 7-8 B US |
| June 28 | Tweedbank | 3412 | Br | SHW |
| June 29 | Pres. Doumer | 6692 | Fr | CMCW |
| June 29 | Ming Kong | 290 | Chi | KNAD |
| June 29 | Grete Maersk | 4097 | Dan | 3-4 B |
| June 29 | Ethel Moller | 552 | Br | CHW |
| June 30 | Katie Moller | 1872 | Br | KMAUW |
| June 30 | Ryoga M. | 704 | Jap | HYPW |
| June 30 | Yohhsing | 2700 | Chi | NTSTNW |
| June 30 | Chosa M. | 1556 | Jap | OSKYW |
| June 30 | Kiangching | 1094 | Chi | KLYW |
| June 30 | Yisung | 1018 | Chi | CHW |
| June 30 | Haikwang | 498 | Br | APCLW |
| June 30 | Haihsiang | 1185 | Chi | YKDW |
| June 30 | Yihhsing | 2100 | Chi | CMW |
| June 30 | Mikasa M. | 1878 | Jap | MW |
| June 30 | Fausang | 1282 | Br | ONW |
| June 30 | Shuntien | 1570 | Br | CNWP |
| June 30 | Suiyang M. | 2417 | Jap | NKKW |
| June 30 | Suiyang | 1594 | Br | WTW |
| July 1 | Sever | 1963 | Rus | Mc W |
| July 1 | Taishun | 1216 | Chi | KLYW |
| July 1 | Kaiping | 1605 | Br | KMAW |
| July 1 | Ming Tsu | 676 | Chi | US |
| July 1 | Hai Chen | 2060 | Chi | KLYW |
| July 1 | Eumaeus | 4711 | Br | HWP |
| July 1 | Tonjer | 1949 | Nor | KMAUW |
| July 1 | Ming Shin | 1725 | Chi | NSCW |
| July 1 | Hwah Sung | 1284 | Chi | US |
| July 1 | Kwangchow | 1572 | Br | CNCW |
| July 1 | Nodviken | 1779 | Nor | HW |
| July 1 | Jenny Moller | 1927 | Br | US |
| July 1 | Wuhu | 1712 | Br | CNCW |
| July 1 | Paowo | 1494 | Br | HW |
| July 1 | Yuhsing | 971 | Chi | US |
| July 1 | Rokko M. | 1818 | Jap | WSW |
| July 1 | Diomed | 6354 | Br | WRW |
| July 1 | Siangyang M. | 1964 | Jap | NKKW |
| July 1 | Meinan | 153 | Am | SOCW |

# Vessels Leaving

## YANGTZE RIVER

**LOONGWO July 3.** HANKOW & PORTS.—Sails from Hunt's Wharf on Saturday, July 3, at midnight. For freight, passage (to Hankow from $45.—up) apply Jardine, Matheson & Co., Ltd. Tel. 15290. 3-7

**WUCHANG July 3.** HANKOW and PORTS.—From French Bund on Saturday, 3rd, at midnight. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 3-7

**SIANGYANG M., July 4.** HANKOW and PORTS.—The s.s. Siangyang Maru leaves from N.K.K. Pootung Wharf on Sunday, at 9.30 a.m. This vessel offers "A" Class Passenger Accommodation at $60 to Hankow. For Freight or Passage apply to N.K.K. Tel. 19600. 3-7

**KIANG AN July 5.** HANKOW and PORTS.—From Kinleeyuan Wharf at midnight. For freight or passage, China Merchants' S.N. Co., Ltd. 5-7

**KUTWO July 5.** HANKOW & PORTS. — Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 5-7

**SHASI July 5.** HANKOW and PORTS.—From French Bund on Monday, 5th, at midnight. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 5-7

**FOOK-YUEN July 6.** DIRECT to CHUNGKING.—Sails from Mackenzie Wharf Pootung on Tuesday, at 4 a.m. For passenge apply to Union Franco-Chinoise de Navigation, 25 Rue du Consulat. Tel. 82350. 5-7

**TAH TUNG July 6.** HANKOW, SHASI, ICHANG and PORTS.—From Kinleeyuan Wharf at midnight. China Merchants' S.N. Co., Ltd. 6-7

**TUCKWO July 6.** HANKOW & PORTS. — Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 6-7

**WULIN July 6.** RIVER PORTS to HANKOW and CHANGSHA.—From French Bund on Tuesday, 6th, at midnight. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 6-7

**KIANG HSIN July 7.** HANKOW and PORTS.—From Kinleeyuan Wharf at midnight. For freight or passage, China Merchants' S.N. Co., Ltd. 7-7

**PAOWO July 7.** ICHANG & PORTS. — Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 7-7

**WHANGPU July 7.** HANKOW and PORTS.—From French Bund on Wednesday, 7th, at midnight. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 7-7

## NORTH CHINA COAST

**KAIPING July 3.** CHINWANGTAO DIRECT.—The Kailan Mining Administration, will despatch the following steamer Kaiping, Captain J. B. Struth, on July 3, 1937. Tender Yin Ping leaves Customs Jetty at 8.30 a.m. July 3, 1937. For freight or passage, apply to Agent, 12 The Bund. Tel. 11070. 3-7

**NORVIKEN July 3.** TSINGTAO.—Sails from Hunt's Wharf on Saturday, July 3, at 5 p.m. For freight and Passage apply Jardine, Matheson & Co., Ltd. Tel. 15290. 3-7

**SHUNTIEN July 3.** TSINGTAO, WEIHAIWEI, CHEFOO and TIENTSIN. — From French Bund on Saturday, 3rd, at 10 a.m. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 3-7

**YU SHUN July 4.** WEIHAIWEI, CHEFOO and TIENTSIN.—From Kinleeyuan Wharf at 7 p.m. China Merchants' S.N. Co., Ltd. 4-7

**LEESANG July 6.** WEIHAIWEI CHEFOO & TIENTSIN.—Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 6-7

**SHENGKING July 6.** TSINGTAO, WEIHAIWEI, CHEFOO and TIENTSIN. — From French Bund on Tuesday, 6th, at 10 a.m. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 6-7

**CHAKSANG July 7.** TSINGTAO.—Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 7-7

## SOUTH CHINA COAST

**HAI CHEN July 3.** SWATOW, HONGKONG and CANTON. — From Kinleeyuan Wharf at 6 p.m. China Merchants' S.N. Co., Ltd. 3-7

**HSIN KIANGTEEN July 3.** CHINHAI, NINGPO and POOTOO.—From Kinleeyuan Wharf at 5 p.m. China Merchants' S.N. Co., Ltd. 3-7

**KWAISANG July 3.** SWATOW, HONGKONG & CANTON.—Sails from Hunt's Wharf on Saturday, July 3, at 5 p.m. For freight and passage Jardine, Matheson & Co., Ltd. Tel. 15290. 